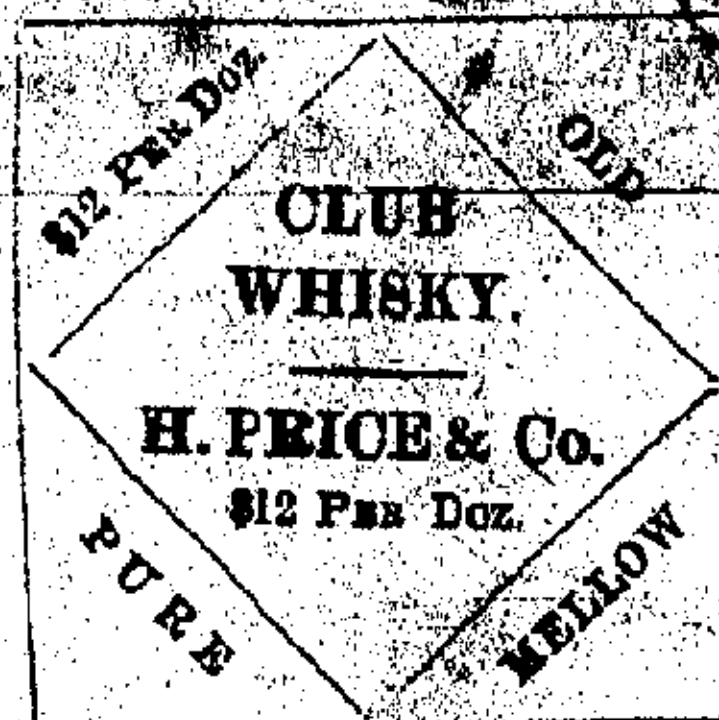


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Hongkong Daily Press.

ESTABLISHED 1857



No. 13,407 號紫零百肆千叁萬壹第 日壹十月正年柒十二緒光 HONGKONG, FRIDAY, MARCH 1st, 1901. 伍拜禮 號壹月叁年壹零一千九百英港香 PRICE, \$2½ PER MONTH

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WATSON'S AERATED WATERS.

A. S. WATSON & CO., LIMITED.

ESTABLISHED 1841.

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WINE SHIPPERS SINCE 1815.
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JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

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Fine OLD HIGHLAND WHISKY Shipped
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SIEMSEN & CO.
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CUTLER, PALMER & CO.'S

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Blend
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Distillations of the
Finest Scotch Whiskies

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**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

TIME TABLE.

WEEK DAYS:
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
10.45 a.m. to 1.30 p.m. Every quarter of an hour
1.30 p.m. to 3.00 p.m. Every quarter of an hour
3.00 p.m. to 5.30 p.m. Every quarter of an hour
5.30 p.m. to 7.30 p.m. Every ten minutes
7.30 p.m. to 8.00 p.m. Every fifteen minutes
8.00 p.m. to 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.

SATURDAY:
Extra Night cars at 11.30 and 11.45 p.m.

SUNDAY:
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 2nd February, 1901.

**VICTORIA
CYCLE
EMPORIUM.**

THE pleasure of cycling consists in having
a first class Machine, and the above Estab-
lishment is always leading in this respect.
We are Agents for the famous "NEW
HOMER" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a speciality.

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43 & 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 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1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 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2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 2537, 2539, 2541, 2543, 2545, 2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561, 2563, 2565, 2567, 2569, 2571, 2573, 2575, 2577, 2579, 2581, 2583, 2585, 2587, 2589, 2591, 2593, 2595, 2597, 2599, 2601, 2603, 2605, 2607, 2609, 2611, 2613, 2615, 2617, 2619, 2621, 2623, 2625, 2627, 2629, 2631, 2633, 2635, 2637, 2639, 2641, 2643, 2645, 2647, 2649, 2651, 2653, 2655, 2657, 2659, 2661, 2663, 2665, 2667, 2669, 2671, 2673, 2675, 2677, 2679, 2681, 2683, 2685, 2687, 2689, 2691, 2693, 2695, 2697, 2699, 2701, 2703, 2705, 2707, 2709, 2711, 2713, 2715, 2717, 2719, 2721, 2723, 2725, 2727, 2729, 2731, 2733, 2735, 2737, 2739, 2741, 2743, 2745, 2747, 2749, 2751, 2753, 2755, 2757, 2759, 2761, 2763, 2765, 2767, 2769, 2771, 2773, 2775, 2777, 2779, 2781, 2783, 2785, 2787, 2789, 2791, 2793, 2795, 2797, 2799, 2801, 2803, 2805, 2807, 2809, 2811, 2813, 2815, 2817, 2819, 2821, 2823, 2825, 2827, 2829, 2831, 2833, 2835, 2837, 2839, 2841, 2843, 2845, 2847, 2849, 2851, 2853, 2855, 2857, 2859, 2861, 2863, 2865, 2867, 2869, 2871, 2873, 2875, 2877, 2879, 2881, 2883, 2885, 2887, 2889, 2891, 2893, 2895, 2897, 2899, 2901, 2903, 2905, 2907, 2909, 2911, 2913, 2915, 2917, 2919, 2921, 2923, 2925, 2927, 2929, 2931, 2933, 2935, 2937, 2939, 2941, 2943, 2945, 2947, 2949, 2951, 2953, 2955, 2957, 2959, 2961, 2963, 2965, 2967, 2969, 2971, 2973, 2975, 2977, 2979, 2981, 2983, 2985, 2987, 2989, 2991, 2993, 2995, 2997, 2999, 3001, 3003, 3005, 3007, 3009, 3011, 3013, 3015, 3017, 3019, 3021, 3023, 3025, 3027, 3029, 3031, 3033, 3035, 3037, 3039, 3041, 3043, 3045, 3047, 3049, 3051, 3053, 3055, 3057, 3059, 3061, 3063, 3065, 3067, 3069, 3071, 3073, 3075, 3077, 3079, 3081, 3083, 3085, 3087, 3089, 3091, 3093, 3095, 3097, 3099, 3101, 3103, 3105, 3107, 3109, 3111, 3113, 3115, 3117, 3119, 3121, 3123, 3125, 3127, 3129, 3131, 3133, 3135, 3137, 3139, 3141, 3143, 3145, 3147, 3149, 3151, 3153, 3155, 3157, 3159, 3161, 3163, 3165, 3167, 3169, 3171, 3173, 3175, 3177, 3179, 3181, 3183, 3185, 3187, 3189, 3191, 3193, 3195, 3197, 3199, 3201, 3203, 3205, 3207, 3209, 3211, 3213, 3215, 3217, 3219, 3221, 3223, 3225, 3227, 3229, 3231, 3233, 3235, 3237, 3239, 3241, 3243, 3245, 3247, 3249, 3251, 3253, 3255, 3257, 3259, 3261, 3263, 3265, 3267, 3269, 3271, 3273, 3275, 3277, 3279, 3281, 3283, 3285, 3287, 3289, 3291, 3293, 3295, 3297, 3299, 3301, 3303, 3305, 3307, 3309, 3311, 3313, 3315, 3317, 3319, 3321, 3323, 3325, 3327, 3329, 3331, 3333, 3335, 3337, 3339, 3341, 3343, 3345, 3347, 3349, 3351, 3353, 3355, 3357, 3359, 3361, 3363, 3365, 3367, 3369, 3371, 3373, 3375, 3377, 3379, 3381, 3383, 3385, 3387, 3389, 3391, 3393, 3395, 3397, 3399, 3401, 3403, 3405, 3407, 3409, 3411, 3413, 3415, 3417, 3419, 3421, 3423, 3425, 3427, 3429, 3431, 3433, 3435, 3437, 3439, 3441, 3443, 3445, 3447, 3449, 3451, 3453, 3455, 3457, 3459, 3461, 3463, 3465, 3467, 3469, 3471, 3473, 3475, 3477, 3479, 3481, 3483, 3485, 3487, 3489, 3491, 3493, 3495, 3497, 3499, 3501, 3503, 3505, 3507, 3509, 3511, 3513, 3515, 3517, 3519, 3521, 3523, 3525, 3527, 3529, 3531, 3533, 3535, 3537, 3539, 3541, 3543, 3545, 3547, 3549, 3551, 3553, 3555, 3557, 3559, 3561, 3563, 3565, 3567, 3569, 3571, 3573, 3575, 3577, 3579, 3581, 3583, 3585, 3587, 3589, 3591, 3593, 3595, 3597, 3599, 3601, 3603, 3605, 3607, 3609, 3611, 3613, 3615, 3617, 3619, 3621, 3623, 3625, 3627, 3629, 3631, 3633, 3635, 3637, 3639, 3641, 3643, 3645, 3647, 3649, 3651, 3653, 3655, 3657, 3659, 3661, 3663, 3665, 3667, 3669, 3671, 3673, 3675, 3677, 3679, 3681,

**THE BANK OF TAIWAN (FORMOSA)
LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL
CHARTER).**

AUTHORIZED CAPITAL Yen 5,000,000
PAID-UP CAPITAL " 1,250,000

HEAD OFFICE:—TAIPEH, FORMOSA.

JUICHI SOYEDA, Esq., President.
Head Office Manager: HIROMI KAWASAKI,
Esq.

BRANCHES AND AGENCIES.

Tokyo	Osaka	Kyoto	Yokohama
Kobe	Nagasaki	Hakodate	Moji
Tainan	London	New York	S. Francisco
Hongkong	Amoy	Shanghai	Tientsin
	Newchwang	Chemulpo	Fusan

HEAD OFFICE:—

Branch Offices - INTEREST ALLOWED.
 On Current Account..... 5.475% per annum
 Savings Bank 6.205% " "
 On Fixed Deposits:—
 For 3 months..... 6½% per annum
 " 6 "..... 7% per annum
 Credits granted on approved Securities and
 every description of Banking and Exchange
 business transacted.
 Drafts granted on the chief commercial places
 of the world.

Further particulars may be obtained on application.

HIROMI KAWASAKI.
Manager.

Taipei, 5th October, 1900. [3188]

THE
DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
UNION BANK OF LONDON, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. SCHOTTLEANDER,
Acting Manager
Hongkong, 8th February, 1900. (23)

<p align="center">THE YOKOHAMA SPECIE BANK LIMITED.</p> <p align="center">ESTABLISHED 1880.</p>	
CAPITAL SUBSCRIBED ... Yen	24,000,000
CAPITAL PAID-UP	13,000,000
CAPITAL UNCALLED	6,000,000
RESERVE FUND	8,130,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokio	Kobe	Nagasaki
London	Lyon	New York
San Francisco	Honolulu	Bombay
Shanghai	Tientsin	Newchwang

LONDON BANKERS :

THE LONDON JOINT STOCK BANK, LIMITED

PARR'S BANK, LIMITED.

THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent
per annum on the daily balance.

On fixed deposits for 12 months 5%, per annum

"	"	"	6	"	4	"	"
"	"	"	3	"	5	"	"

TARO HODSUMI,
Manager.

Hongkong, 21st November, 1900.

THE BANK OF CHINA & JAPAN, LIMITED.	
WORKING CAPITAL	over £215,000
RESERVE LIABILITY OF SHARE- HOLDERS	fully £425,000
	£640,000

HEAD OFFICE
36, Nicholas Lane, London.
BRANCHES:
Hongkong, Shanghai, Singapore
AGENCIES:
Yokohama, Kobe, Penang, Bombay, Calcutta
Madras, Colombo, Rangoon, Java, Lyons, and
Paris.

BANKERS:
The Bank of England and the Capital and

Counties Bank, Limited.
General Manager—F. C. BISHOP.

INTEREST ALLOWED.

On Current Accounts	2 per cent
" Fixed Deposits 3 months	4 "
" Do. 6 months	4 1/2 "
" Do. 12 months	5 "

The Bank buys and sells and receives for collection Bills of Exchange on and transport

general Banking business with the above places
Hongkong, 24th October, 1900.

THE MERCANTILE BANK OF INDIA, LIMITED

AUTHORISED CAPITAL	21,500,000
SUBSCRIBED	21,125,000
PAID-UP	2,562,500
RESERVE FUND	£ 30,000

BANKERS!
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.

ON FIXED DEPOSITS—

For 12 months.....	4%
" 6 ".....	3 1/2%
" 3 ".....	3%

J. THURBURN,
Manager, Hong Kong.

HONGKONG, 24th March, 1897. 2

**THE HONGKONG STEAM WATER
BOAT COMPANY, LIMITED.**

THE above Company is prepared to supply
the shipping in Hongkong with PURE
and FILTERED WATER both for deck and
boilers.

Call Flag W.

20 Hongkong, 16th December, 1909. [313]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, **TO-DAY (FRIDAY),** the 1st March, 1901, at his Sales Rooms, Zeland Street, No. 2, commencing at 2.30 P.M., **A LARGE QUANTITY OF USEFUL HOUSEHOLD FURNITURE,** the Property of Gentlemen leaving the Colony.

Particulars can be seen from Catalogues. On View at the Undersigned's. Terms of Sale—As Customary.

PAUL BREWITT, Auctioneer.

Hongkong, 27th February, 1901. [503]

PONIES—PONIES!! PONIES!!

THE Undersigned will hold their Annual Sale of **RACE PONIES** on **WEDNESDAY,** the 6th March, at 3 P.M., Opposite the City Hall, when upwards of 50 PONIES will be offered. Entries will be received until Noon on day of Sale.

Terms—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 25th February, 1901. [589]

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to sell by Public Auction in 6 Lots, on **FRIDAY,** the 8th day of March, 1901, at 3 P.M., at his Sales Rooms,

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY, situate in Victoria Road and Third Street, viz:

Lot 1.—ALL THAT PIECE OR PARCEL OF GROUND situate at Victoria, in the Colony of Hongkong, and intended to be registered in the Land Office as Section B of Inland Lot No. 797. Area 3,930 Square Feet. Term 99 years. Annual Crown Rent \$31.50.

Lot 2.—ALL THAT PIECE OR PARCEL OF GROUND situate at Victoria, in the Colony of Hongkong, and intended to be registered in the Land Office as Section B of Inland Lot No. 797. Area 3,930 Square Feet. Term 99 years. Annual Crown Rent \$31.50.

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Lot 4.—ALL THAT PIECE OR PARCEL OF GROUND situate at Victoria, in the Colony of Hongkong, and intended to be registered in the Land Office as Section B of Inland Lot No. 797. Area 3,930 Square Feet. Term 99 years. Annual Crown Rent \$31.50.

Lot 5.—ALL THAT PIECE OR PARCEL OF GROUND situate at Victoria, in the Colony of Hongkong, and intended to be registered in the Land Office as Section B of Inland Lot No. 797. Area 3,930 Square Feet. Term 99 years. Annual Crown Rent \$31.50.

Lot 6.—ALL THAT PIECE OR PARCEL OF GROUND situate at Victoria, in the Colony of Hongkong, and intended to be registered in the Land Office as Section B of Inland Lot No. 797. Area 3,930 Square Feet. Term 99 years. Annual Crown Rent \$31.50.

Lot 7.—ALL THAT PIECE OR PARCEL OF GROUND situate at Victoria, in the Colony of Hongkong, and intended to be registered in the Land Office as Section B of Inland Lot No. 797. Area 3,930 Square Feet. Term 99 years. Annual Crown Rent \$31.50.

Lot 8.—ALL THAT PIECE OR PARCEL OF GROUND situate at Victoria, in the Colony of Hongkong, and intended to be registered in the Land Office as Section B of Inland Lot No. 797. Area 3,930 Square Feet. Term 99 years. Annual Crown Rent \$31.50.

Lot 9.—ALL THAT PIECE OR PARCEL OF GROUND situate at Victoria, in the Colony of Hongkong, and intended to be registered in the Land Office as Section B of Inland Lot No. 797. Area 3,930 Square Feet. Term 99 years. Annual Crown Rent \$31.50.

Lot 10.—ALL THAT PIECE OR PARCEL OF GROUND situate at Victoria, in the Colony of Hongkong, and intended to be registered in the Land Office as Section B of Inland Lot No. 797. Area 3,930 Square Feet. Term 99 years. Annual Crown Rent \$31.50.

Lot 11.—ALL THAT PIECE OR PARCEL OF GROUND situate at Victoria, in the Colony of Hongkong, and intended to be registered in the Land Office as Section B of Inland Lot No. 797. Area 3,930 Square Feet. Term 99 years. Annual Crown Rent \$31.50.

Lot 12.—ALL THAT PIECE OR PARCEL OF GROUND situate at Victoria, in the Colony of Hongkong, and intended to be registered in the Land Office as Section B of Inland Lot No. 797. Area 3,930 Square Feet. Term 99 years. Annual Crown Rent \$31.50.

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JUST LANDED A NEW STOCK OF

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18 " "

12 " "

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Hongkong, 3rd January, 1901. [1213]

SCIENTIFIC MISCELLANY.

TASTE AND TEMPERATURE—HOW TO NAME THE MOON'S ROCKS—SAFE MATCH-MAKING—A REMARKABLE GEOLOGICAL DEPOSIT—SCIENCE OF ALLOYS—AUTOMOBILE IMPROVEMENT—ELECTRIC BOMBARDMENT OF THE EARTH—TOUGHENING AGAINST GERMS.

Differences in taste depend simply on the varying intensity of nerve transmission, according to Dr. Mendelssohn, and are much affected by temperature. These sense of taste for cane-sugar is temporarily destroyed by holding the tongue for a minute in water at about 125 deg. F. Cold, on the other hand, has the same effect, all power of taste being lost for a brief time after the tongue has been held in water at 35 deg. to 50 deg. Taste is strongest between 60 deg. and 70 deg. [This is also the temperature at which beverages are most effective, and water at about 60 deg. is really best for relieving thirst, instead of—as is usually supposed—that at about 40 deg.]

Just what the surface of the moon is like is a matter about which we would be glad to satisfy ourselves. As the light from it is not its own, the lines in the spectroscopic do not tell the secret of its composition as they do of sun and stars.

Points out that this marvellous instrument may give us some information after all. Theoretically, at least, the spectral lines should be displaced more or less as the reflecting power of different parts of the surface varies. This should show very conclusively whether the rocks of the great mountains are basaltic, and whether the great sea is the dried-up limestone bed of a salt-water ocean or the dried-up sandstone bed of a fresh-water inland sea.

After two years of trial, the French factories find that resinsulphide of phosphorus is a very satisfactory material for matches. There has been no case of poisoning among the 2,100 work-people, and the frequent serious fires and explosions attending the use of white phosphorus have been avoided.

A new laboratory of the Paris Natural History Museum is devoted to the biology, geology and mineralogy of French colonies, and to queries concerning the rearing of animals and cultivation of plants in the respective countries.

Describing the interesting material known as loess, Mr. William Starling states that, though so unfamiliar to most people, it is found in the United States, Europe and China. It is a yellowish, brownish, or grayish earth, and its striking peculiarity is that, while so soft and friable that it may be powdered between the fingers, it is of such firm consistency that when excavations are made in it walls hundreds of feet high will remain standing like granite, though quite perpendicular. Its particles are so fine that they are said to disappear on being rubbed into the pores of the skin. In China roads become worn out to depths of 70 or 80 feet, the walls being quite perpendicular, and in Mississippi, Nebraska and Kansas dug-out shelters in this formation are not uncommon. Its greatest thickness in Europe and America is 100 to 200 feet. But in China it reaches a depth ten times as great, and it is held responsible for the frequent shiftings of the bed of the Yellow River.

The study of alloys promises to yield results of enormous importance in the near future. Summing up what has been learned already, Mr. J. E. Stead, a British metallurgist, states that a metallic alloy is a mixture of metallic substances that after melting does not separate into two distinct layers. If such layers do form, each becomes a distinct alloy; and lead and zinc, bismuth and zinc, lead and aluminum, bismuth and aluminum, and cadmium and aluminum, are examples of mixtures showing such separation. Non-metals such as phosphorus and carbon often form definite compounds that dissolve in metals, the character of these mixtures justifying their placing among the metallic alloys. An alloy of two elementary substances often contains many constituents, not less than four being found in an alloy of equal parts of gold and lead. These constituents embrace free metals in the pure state, solid solutions of one metal in another or of a definite chemical compound in an excess of metal, low-fusing mixtures, definite chemical compounds of metals with metals or metals with certain non-metals, and amorphous forms. Alloys are investigated by chemical analysis, by synthesis, by the physical changes in solidifying, and by structure as shown in micro-photographs.

A bit of rough country near Berlin is being transformed into a botanical garden in which trees and plants from many parts of the world are to be given a close imitation of their natural surroundings.

Success with electric storage batteries for propelling vehicles, Prof. Thurston of Cornell University concludes, must depend upon a reduction of weight and cost. There is plenty of room for improvement when the battery weight from five to ten, or even fifteen times the theoretical weight, and its cost is from five to ten times that of the material from which it is made. For similar work in propulsion, the storage battery weighs fifty to one hundred times as much as coal, requiring from ten to twenty-five times as much space. The lightest batteries store about 30,000 foot-pounds per pound, and sixty to seventy pounds of cell per horse-power-hour is

DON'T SHOOT YOURSELF!

No doubt you often feel like it, but after just a little deliberation decide you can't afford to do it. But that thumping, racking head-ache; what can you do with it? Give it its quietus by using Little's Oriental Balm. It acts like magic. It kills pain at once. No waiting, no suffering, no dealing with nauseous medicine. Mr. S. T. Hoffman, Washington, says:—It is a wonderful remedy. After suffering all day with intense head-ache, one application of the Balm stopped the pain in 5 minutes. Sold at Be 1 per bottle. Agents for Hongkong:—THE VICTORIA DISPENSARY, LD.

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required, with a large space of one cubic foot to one foot and a half. Lessening of the weight to a fraction of the present is looked for, with cost not exceeding twice that of the raw material.

Sun-spots undoubtedly affect magnetic disturbances. A new theory is that the influence is due to cathode rays, or jets of negatively electrified particles projected at a high velocity from the sun-spots and causing magnetic storms when they come our way. This would make of the section of space containing the solar system a gigantic Crookes tube, the sun being the cathode and the earth a target for the cathode rays.

While natives of Algeria and Tunis are practically exempt from stomach and intestinal troubles, two French biologists find from army statistics that they are specially liable to lung diseases. The explanation is curious. The foul water constantly used by the Arabs seem to have hardened them against the microbes entering the digestive system, but the pure air of their accustomed solitudes gives no resistance to the germs of military stations.

The plague of oysters in the English Channel, which has caused widespread disaster to the shell-fish industry during the last year or more, is now attributed, in part at least, to the exceptional heat of recent summers. This is supposed to have caused rapid increase of this usually rare creature.

Victims of an English railway, picked up on a stretch of three miles, include cats, foxes, dogs, hundreds of rats, hares, a cow, a sheep, an adder, thousands of frogs, a bat, and many birds.

THE WAYS OF JUDGMENT.

With his big wig on his head his black gown on his shoulders, and his glasses on his nose, the judge looks a learned and a solemn figure. doesn't he? He does, my boy, he does; and well may evil-doers quake in their shoes when he glances in their direction.

Alas and galkooks! what a humbugging world it is, and how blindly justice and judgment stumble along towards ends wherof they know nothing.

And yet somebody must pronounce sentences, even to the extent of making human heads clear as rotten oranges.

And why not? Doth not Solomon say, "For in much wisdom is much grief, and he that increaseth knowledge increaseth sorrow?"

Thus it happened that the doctor whose province it was to say what ailed El Board declared that Board had heart disease, and that death was waiting for him a bit further down the road.

Now El Board lives at Cupwell Hill, Tetbury, Glos. He is of the comfortable and mellow age of fifty, and all was going well with him until one day in August, 1898, when, being at work, he was suddenly seized with violent pains in the chest and heart.

He started for home, stopping every few yards to get his breath. Arrived home, the doctor was fetched immediately, and threw his practiced eye over the patient, and looked grave as became the situation.

That was the beginning of eighteen weeks—think of that—of doctoring, straight away.

Board had lost his appetite and his enjoyment. Despite the advice of friends, and the doctor's drugs, he burrowed deeper down into the mud of misery and pain.

"I got awfully weak and went almost to a shadow," he says, and half-a-dozen witnesses testify to it.

At times he was literally in agony, and the doctor said, "Board you have got heart disease and will never do another hand's turn of work."

Such was the medical man's opinion, and it made Board's life as dreary as if a cold wind was stinging him at the roots of his hair.

"One night," says the poor fellow, "the pain was so bad they had to hold me down in bed. The doctor told my daughter I would die before morning."

"By turns, for a week, my family sat up with me at night, watching out for death. They propped me up so I could breathe; and my legs and feet were swollen out of all shape."

"Thus I was when a friend said I must drop the stuff I had been taking and try Mother Seigel's Syrup. My daughter gave me the first dose. The next day I was easier, and a few days later much better."

"So I went on taking the Syrup—went on for six weeks. Then came the happy day I never expected to see. I was free from pain and able to go to work; and have not had a day's illness since. Mother Seigel's Syrup had picked me up when I was a wreck and made me a man again."—El Board, December 11th, 1899.

Was it heart disease? No. It was inflammatory indigestion, with a body full of poisons caused by it. Mother Seigel rid him of the lot. How lucky Authority is often wrong. [60]

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Hongkong, 8th November, 1900. [27]

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Hongkong, 18th October, 1900. [2682]

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LONDON	IXION	Brit. str.	—	E. G. Andrews	BUTTERFIELD & SWIRE	On 5th inst.
LONDON	MALACCA	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	On or about 9th inst.
LONDON	DEUCALION	Brit. str.	—	E. G. Andrews	BUTTERFIELD & SWIRE	On 10th inst.
LONDON	STENTOR	Brit. str.	—	E. G. Andrews	BUTTERFIELD & SWIRE	On 3rd April.
LIVERPOOL	PATROCLOS	Brit. str.	—	E. G. Andrews	BUTTERFIELD & SWIRE	On 16th inst.
BREMEN, VIA PORTS OF CALL	KIAUTSCHOU	Ger. str.	—	P. Lühneschloss	MELCHERS & CO.	On 8th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. PORK, &c.	KAWACHI MARU	Jap. str.	—	J. Thompson	NIPPON YUSEN KAISHA	On 8th inst., at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	TOKIN	Fren. str.	—	Yaguer	MELCHERS & CO.	On 11th inst., at 1 P.M.
MARSEILLES, HAVRE, COPENHAGEN, & BALTIC PORTS	ERIBURG	Ger. str.	—	Behrens	CARLOWITZ & CO.	Quick despatch.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	Binzer	CARLOWITZ & CO.	On or about 23rd inst.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 20th inst.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 5th Apr.
NEW YORK VIA PORTS & SUEZ CANAL	POIMINA	Brit. str.	—	Peterson	DODWELL & CO., LIMITED	Quick despatch.
NEW YORK VIA SUEZ CANAL	ALBENGA	Ger. str.	—	Peterson	CARLOWITZ & CO.	On 21st inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 13th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TACOMA	Brit. str.	—	A. Dixon	DODWELL & CO., LIMITED	To-day.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	TOSA MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 16th inst., at 4 P.M.
PORTLAND, OREGON, &c., VIA JAPAN, &c.	EVA	Brit. str.	—	Peterson	ARNHOLD, KAMBERG & CO.	On or about 10th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	W. Townsend	TOYO KISEN KAISHA	To-morrow, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CHINA	Amr. str.	—	C. J. Benton, R.N.R.	U. & O. S. S. Co.	On 13th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	DORIC	Brit. str.	—	C. J. Benton, R.N.R.	BUTTERFIELD & SWIRE	On 19th inst., at Noon.
SAN FRANCISCO VIA AMOY, &c.	STRAITSHIRE	Brit. str.	—	C. J. Benton, R.N.R.	BUTTERFIELD & SWIRE	On 30th inst.
KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	To-morrow, at Noon.
KOBE & YOKOHAMA	NANKIN	Brit. str.	—	C. J. Benton, R.N.R.	P. & O. S. N. Co.	On or about 9th inst.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	P. Sommer	NIPPON YUSEN KAISHA	On 15th inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
SHANGHAI	HUIHOW	Brit. str.	—	A. E. Moses	BUTTERFIELD & SWIRE	To-day.
SHANGHAI & JAPAN	BOMBAY	Brit. str.	—	G.M. Montford, R.N.R.	P. & O. S. N. Co.	On or about 1st inst.
SHANGHAI	LONGHOON	Ger. str.	—	G.M. Montford, R.N.R.	EAST ASIATIC TRADING CO., LTD.	To-morrow, at 5 P.M.
SHANGHAI	PLASSY	Brit. str.	—	C. F. Preston, R.N.R.	P. & O. S. N. Co.	On or about 2nd inst.
FOUCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	—	S. Atami	TOYO KISEN KAISHA	On 13th inst., at Daylight.
SWATOW, AMOY & TAIWANFOO	AKASHI MARU	Jap. str.	—	K. Sudo	TOYO KISEN KAISHA	On 6th inst., at Daylight.
TAMUI VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	—	G. T. Blaxland	MITSUBI BÜSSAN KAISHA	On 10th inst.
MANILA	EMERALDA	Brit. str.	—	G. T. Blaxland	SHAW, WATSON & CO.	To-day, at 5 P.M.
MANILA, CEBU & ILOILO	KAIFONG	Brit. str.	—	A. Ramsay	BUTTERFIELD & SWIRE	To-morrow.
MANILA	DIAMANTE	Brit. str.	—	A. Ramsay	SHAW, WATSON & CO.	On 4th inst., at 5 P.M.
MANILA	SUNGKIANG	Brit. str.	—	A. Ramsay	BUTTERFIELD & SWIRE	On 8th inst.
STRAITS, COLOMBO & BOBNAJ	MAZAGON	Brit. str.	—	R. I. L. Cook, R.N.R.	P. & O. S. N. Co.	On or about 26th inst.
BOMBAY, VIA SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 6th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	J. G. Spence	DAVID SASSOON, SONS & CO.	On 5th inst., at 3 P.M.

SHIPPING.

ARRIVALS.
Feb. 28, BENLOUW, British str., 1,752, W. Hutton, Moji 21st Feb., Coal—Ginn, Livingston & Co.
Feb. 28, PARRAMATTA, British str., 2,854, C. Denny, R.N.R., Shanghai 25th Feb., Mails and General—P. & O. S. N. Co.
Feb. 28, WOSANG, British str., 1,127, R. John, Canton 28th Feb., General—JARDINE, MATHESON & CO.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
28th FEBRUARY.
Keweenaw, British str., for Shanghai.
Moukhot, German str., for Swatow.
Lycanow, German str., for Shanghai.
Wanghoi, German str., for Yap.
Fushan, British str., for Shanghai.
Wosang, British str., for Shanghai.
Idonaw, British str., for Shanghai.
Marburg, German str., for Yokohama.
Prigay, German str., for Shanghai.
Hollan, French str., for Hiohow.
Foliano, Dutch str., for Singapore.

DEPARTURES.
Feb. 28, HAICHING, British str., for Swatow.
Feb. 28, CANTON, British str., for Swatow.
Feb. 28, SISHAN, British str., for Amoy.
Feb. 28, SABINE RICKMERS, British str., for Shanghai.
Feb. 28, KWANGSE, British str., for Shanghai.
Feb. 28, FUSHAN, British str., for Shanghai.
Feb. 28, SHICHUEN, British str., for Ningpo.
Feb. 28, TOSUOKI MARU, Japanese str., for Swatow.
Feb. 28, MONSIEUR, German str., for Swatow.
Feb. 28, LYERMOOR, German str., for Shanghai.
Feb. 28, WOSANG, German str., for Yap.

VESSELS IN DOCK.
ALEXANDER DOCK—Chonghai, Amoy Koli, Kowloon Dock—S.M. S. Heng, U.S.S. Ishi at Luzon, Amoy, U.S.S. Beantown, Hwa, Amoy, U.S.S. Hwang, Hongkong Maru, C. S. HOLLAND DOCK—Egbert.

VESSELS ON THE BERTH.
THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"ESMERALDA,"
Captain G. T. Blaxland, will be despatched as above TO-DAY, the 1st March, at 5 P.M.
This steamer has superior accommodation for Passengers and is fitted with the Electric Light.

A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 27th February, 1901. [59]
THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PENANG, SINGAPORE, COLOMBO, AND AMERICAN PORTS.

THE Company's Steamship
"PARRAMATTA,"
Captain C. T. Denny, R.N.R., carrying His Majesty's Mails, will be despatched from this office for Bombay on SATURDAY, the 2nd March, at NOON, taking passengers and cargo for the above ports.

Silk and Valinables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 18th February, 1901. [1]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above ports on TUESDAY, the 5th March, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 27th February, 1901. [583]

VESSELS ON THE BERTH.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Mar. 2, 1901, at DAYLIGHT.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Mar. 28, 1901, at NOON.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, April 23, 1901, at NOON.

THE "HONGKONG MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 2nd March, 1901, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of this Company, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 8th February, 1900. [5]

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND COPENHAGEN VIA BALTIC PORTS.

THE Company's Steamship
"ANNAM,"
Captain Berg, will be despatched as above at the end of March, A.C.
This steamer is fitted throughout with electric light, carries a doctor, and having superior First Class Cabin accommodation and facilities on the bridge deck, offers an excellent opportunity for passengers proceeding to Marseilles.

For freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 9th February, 1901. [473]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI AND JAPAN (BOMBAY) TO SAIL ON REMARKS.
PAN (G.M. Montford, R.N.R.) About 1st Mar. Freight or Passage.
LONDON, &c. (PARRAMATTA) Noon, 2nd Mar. See Special Advertisement.
SHANGHAI (C. F. Preston, R.N.R.) About 2nd Mar. Freight or Passage.
LONDON (MALACCA) About 9th Mar. Freight or Passage.
Kobe (E. G. Andrews) Mar. Freight only.
STRAITS, COLOMBO (C. J. Benton, R.N.R.) Mar. Freight only.
AND BOMBAY (R. I. L. Cook, R.N.R.) Mar. Freight only.

PASSENGER SEASON, 1901.
a.s. PLASSY 7,240 tons March 30th MARSEILLES AND LONDON DIRECT
a.s. SOBRON 7,382 tons April 27th Without Transshipment.

For Further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 1st March, 1901. [1]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
PRELBURG (Capt. Proesch)	(HAVRE, BREMEN & HAMBURG)	On 8th March.
SAVOIA (Capt. Proesch)	(London with transshipment in Hamburg)	On 23rd March.
MARBURG (Capt. Binzer)	(HAVRE & HAMBURG)	About 30th March.
SIBIRIA (Capt. Binzer)	(HAVRE & HAMBURG)	About 6th April.
BAMBERG (Capt. Jacobs)	(HAVRE & HAMBURG)	About 10th April.

* These steamers have superior accommodation for passengers and carry a doctor and a stewardess.

For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
AGENTS.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.
Hongkong, 1st March, 1901. [8]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	2,811	A. Dixon	March 1
BRANER	3,601	W. Wett	March 4
VICTORIA	3,502	J. Pantou	March 8
GLENOCLE	3,750	W. Prakes	March 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.
Excellent accommodation. First-class Table, Doctor and STEWARDNESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none of the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.
The best route to the KLODYKE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DREA and SE. MICHAEL.

Rates of Passage to other Points on application.
A Special rate, allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 22nd February, 1901. [11]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 6th March.
BAYERN	WEDNESDAY 20th March.
STUTTGART	WEDNESDAY 3rd April.
KONIG ALBERT	WEDNESDAY 17th April.
PRINZESS IRENE	WEDNESDAY 1st May.
PRINZ HEINRICH	WEDNESDAY 15th May.
PREUSSEN	WEDNESDAY 29th May.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY 13th June.
SACHSEN	THURSDAY 27th June.
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY 11th July.

ON WEDNESDAY, the 6th day of March, 1901, at NOON, the Steamship "KIAUTSCHOU" of the HAMBURG-AMERIKA LINIE, Captain P. Lühneschloss, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 4th March, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 5th March, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 5th March.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 22nd February, 1901. [9]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
EMPRESS OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 13th Mar., 1901
EMPRESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 3rd April, 1901
EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 24th April, 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leaves daily, and across the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are excellent.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Felder's Street.
Hongkong, 14th February, 1901. [10]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU	KOBE and YOKOHAMA	SATURDAY, 2nd Mar. at Noon.
W. Townsend	BOMBAY, VIA SINGAPORE and COLOMBO	WEDNESDAY, 6th Mar. at Noon.
HIROSHIMA MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 8th Mar. at DAYLIGHT.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 15th Mar. at DAYLIGHT.
HAKATA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE, MOJI and YOKOHAMA	SATURDAY, 16th Mar. at 4 P.M.
Tosa Maru	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar. at Noon.
YAWATA MARU	HAMA	NOON.

Through Passage Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA,
Manager.
Hongkong, 26th February, 1901. [13]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship
"AKASHI-MARU,"
Captain K. Sudo, will be despatched for the above ports on WEDNESDAY, the 6th March, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BÜSSAN KAISHA,
Agents.
Hongkong, 21st February, 1901. [18]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship
"MAIDZURU MARU,"
will be despatched for the above ports on SUNDAY, the 10th March.

For Freight or Passage, apply to
THE MITSUI BÜSSAN KAISHA,
Agents.
Hongkong, 24th February, 1901. [17]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MANILA.

THE Steamship
"POLMINA,"
will sail at the end of February, and will be followed by the Steamship "CYMBELIC" about the middle of March.

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	TO SAIL
LONDON	"IXION"	On 5th Mar.
LONDON	"DEUCALION"	On 10th Mar.
LONDON	"STENTOR"	On 3rd April.
LIVERPOOL	"PATROCLUS"	On 16th Mar.
(Taking Cargo at London Rates)		
S.S. "IDOMENEUS" arrived from GLASGOW and LIVERPOOL yesterday, 27th inst. and will leave for SHANGHAI on 1st March at Noon.		

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

Hongkong, 24th February, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	HONGHAI	On 1st Mar.
MANILA, CEBU and ILOILO	KAIFONG	On 2nd Mar.
MANILA	SUNGKIANG	On 8th Mar.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS

Hongkong, 1st March, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUETOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, MADRAS,
CALCUTTA, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 11th March, 1901, at
1 P.M. the Company's Steamship
"TOKIN" Captain Vaguer, with Mails,
Passengers, Speed and Cargo, will leave this
port for MARSEILLES via ports of call,
WITHOUT TRANSSHIPMENT.

Cargo and Speed will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.
Speed and Passengers until 3 P.M. on the 10th
March. (Parcels are not to be sent on board;
they must be left at the Agency's Office). Con-
tents and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 1st March, 1901.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITEDSTATES,
MEXICO, CENTRAL AND SOUTHAMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS ANDATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shang-
hai, Nagasaki, Kobe, In-
land Sea, Yokohama, and
Honolulu) TUESDAY, Mar. 19,
1901, at Noon.COPIC (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama, and
Honolulu) SATURDAY, Apr. 13,
1901, at Noon.GALIC (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama, and
Honolulu) TUESDAY, May 7,
1901, at Noon.THE Company's Steamship "DORIC"
will be despatched for SAN FRAN-
CISCO VIA SHANGHAI, NAGASAKI,
Kobe, INLAND SEA, YOKOHAMA,
and HONOLULU on TUESDAY, the 19th
March, 1901, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN and call at HONO-
LULU and passengers are allowed to break
their journey at any point en route.Through Passenger Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of overland and Rail
routes, from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
24 in addition to the regular tariff rate.Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways; and from
Chicago to destination the choice of direct lines.Particulars of the various routes can be had
on application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central, and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 15th February, 1901.

THE OSAKA SHOSEN KAISHA,

LIMITED.

FOR POOCHOW VIA SWATOW AND

AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the
above ports on WEDNESDAY, the 13th
March, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 27th February, 1901.

VESSELS ON THE BERTH
OREGON AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION
COMPANY.

PROPOSED SAILINGS FROM
HONGKONG TO PORTLAND (OR.)
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN, KOBE
AND YOKOHAMA.
TAKING CARGO TO JAPAN PORTS,
THE UNITED STATES, AND
CANADA.

THE Steamship

"EVA,"
2,088 tons, Capt. Petersen, will be despatched
on or about the 10th March, for PORTLAND
(OR.) VIA MOJI, KOBE AND YOKOHAMA.
Through Bills of Lading issued to any point
in the United States and Canada.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be accepted at the Office of the Undersigned
until the same time. All Parcels should be
marked to address in full.

Valuable cargo is required.

Consular Invoices to accompany cargo
destined to points beyond Portland (Or.) should
be sent to the Company's Office, addressed to the
Collector of Customs, Portland (Or.).
For further information as to Freight rates,
&c., apply to

ARNHOLD, KARBURG & CO.,

Agents.

Hongkong, 5th February, 1901.

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE

RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "STRATHGYLE" On 30th March

will be despatched for SAN DIEGO and
SAN FRANCISCO VIA MOJI, KOBE and
YOKOHAMA on 30th March.
Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.Consular Invoices to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.
For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, China and Japan.

Hongkong, 21st February, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour—

Standard Oil Co.

Standard Oil Co.

Standard Oil Co.

Standard Oil Co.

Standard Oil Co.

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Paklan, British str., 1,235, Jenkins, Feb. 26.

Bradley & Co.

Paramatta, British str., 2,854, Denny, Feb. 28.

P. & O. S. N. Co.

Polking, German str., 897, Kohler, Feb. 27.

Siemssen & Co.

Petrians, British steamer, 900, Snope, Feb. 19.

Arnold, Karberg & Co.

Queen Eleanor, British str., 2,270, Biscan, Feb. 21.

Standard Oil Co.

Stratford, British str., 2,599, Forsyth, Jan. 2.

M. B. Kaisha

Tacoma, British str., 1,639, Dixon, Feb. 15.

Dodwell & Co. Limited

Tiger, Norwegian str., 2,116, Wolf, Jan. 12.

Mitsui Bussan Kaisha

Tsintan, German str., 1,002, Sander, Feb. 24.

Arnold, Karberg & Co.

Vienna, British str., 1,653, McDougall, Dec. 31.

Hughes & Hough

Whampoa, British str., 1,100, Laver, Feb. 22.

Butterfield & Swire

Wesang, British steamer, 1,127, John, Feb. 28.

Jardine, Matheson & Co.

Nailing Vessels

Adolph-Ohrig, Amer. ship, 1,262, Amesbury.

Dec. 19, Standard Oil Co.

Hattie C. Smith, Amer. schr., 45, Riley, Feb. 24.

Master

Lothair, Italian barque, 972, Bozzo, Jan. 19.

Orion

Moran, German schooner, 52, Warner, Feb. 23.

Siemssen & Co.

Nivelle, British 4-masted bark, 2,232, Støren.

Feb. 6, Standard Oil Co.

Paul River, Amer. ship, 1,641, Wilson, Feb. 20.

Standard Oil Co.

St. Paul, American ship, 1,834, Treat, Jan. 29.

Standard Oil Co.

Sea Witch, Amer. ship, 1,172, Howes, Feb. 21.

Master

Swanilda, British ship, 1,939, Fraser, Nov. 23.

Standard Oil Co.

Vale of Doon, British bark, 660, Petersen, Feb. 19.

Sander, Wier & Co.

Vineira, British 4-masted bark, 2,233, McMillan.

Jan. 23, Orion

West York, British bark, 706, Forster, Jan. 12.

Chinese

HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Acherity, despatch-boat, 1,700 tons, 10 guns,

3,000 h.p., Comdr. C. G. F. M. Craddock, at

Hongkong

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,

Comdr. E. D. Hunt, at Singapore

Anethusa, cruiser, 4,300 tons, 10 guns, 5,000

h.p., Captain J. S. Smith, at Hongkong

Argentine, battleship, 11,000 tons, 12 guns,

Capt. G. H. Cherry, R.N., at Hongkong

Astoria, cruiser, 4,300 tons, 10 guns, 9,000 h.p.,

Captain Alfred W. Paget, C.M.G., at

Shanghai

Aurora, cruiser, 5,600 tons, 12 guns, 5,500 h.p.,

Capt. E. H. Bayly, C.B., at Hongkong

Barfleur, battleship, 10,500 tons, 14 guns, 13,000

h.p., Capt. G. J. S. Warrender, at Wessing

Blenheim, 1st class cruiser, 9,000 tons, 12 guns,

21,411 h.p., Capt. F. H. Henderson, C.M.G.,

left England 17th January

Bonaventura, cruiser, 4,360 tons, 18 guns, 9,000

h.p., Capt. J. C. Sawle, at Taku

Brisk, cruiser, 6 guns, 5,000 h.p., Comdr. Sir B.

R. S. Wrey, Bart., at Hongkong

Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p.,

Lieut. Comdr. Philip Walter, at Foochow

Centurion, flagship, 10,500 tons, 14 guns, 13,000

h.p., Capt. J. R. Jellicoe, C.B., at Hongkong

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p.,

Comdr. C. Wainwright-Ingram, at Hongkong

Dile, cruiser, 2nd class, 5,600 tons, 11 guns,

9,600 h.p., Capt. B. F. Tildard, at Wessing

Endymion, cruiser, 7,250 tons, 12 guns, 10,000

h.p., Captain G. A. Callaghan, C.B., at

Hongkong

Esk, gunboat, 383 tons, 3 guns, 200 h.p., Lieut.

Comdr. W. F. Blunt, at Shanghai

Fame, torpedo-boat destroyer, 360 tons, 6 guns,

5,700 h.p., Lieut. Comdr. Chas. P. Mearns,

at Hongkong

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p.,

in reserve, at Hongkong

Glory, battleship, 12,950 tons, Comdr. Frederick

S. Inglefield, at Shanghai

Goliath, battleship, 12,950 tons, 16 guns, 13,500

h.p., Capt. Lewis E. Wintz, at Hongkong

Havock, torpedo-boat destroyer, 260 tons, 6 guns,

4,000 h.p., Lieut. and Comdr. G. H. Holden,

at Hongkong

Hart, torpedo-boat destroyer, 260 tons, 6 guns,

4,000 h.p., Lieut. Comdr. J. U. Fawcett,

at Shanghai

Hermione, cruiser, 4,360 tons, 10 guns, 9,000

h.p., Capt. R. S. D. Cunningham, at Nanking

Humber, storeship, 1,640 tons, Comdr. H. J.

Davison, at Hongkong

Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600

h.p., Capt. G. M. Henderson, at Waiwai

Janus, torpedo-boat destroyer, Lieut. and Comdr.

E. G. Corbett, at Hongkong

Lianet, gun-vessel, 755 tons, 6 guns, 870 h.p.,

Comdr. Wm. W. Smythe, at Waiwai

